

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
OLYMPIC REGION  
TUMWATER, WASHINGTON

ROUTE DEVELOPMENT PLAN  
STATE ROUTE 410  
SR 167 INTERCHANGE TO PIERCE/KING COUNTY LINE  
MP 8.84 TO MP 21.99

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**Approved By:**

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Region Administrator, Olympic Region

\_\_\_\_\_  
Date

**Concurrence:**

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State Design Engineer, O.S.C.

\_\_\_\_\_  
Date

**Concurrence:**

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Transportation Planning Office Manager, O.S.C.

\_\_\_\_\_  
Date

# STATE ROUTE 410 ROUTE DEVELOPMENT PLAN

## SUMMARY OF STAKEHOLDER RECOMMENDATIONS

### ACCESS MANAGEMENT

- This was a major focus point that helped the steering committee develop highway mobility recommendations.
- The RDP introduces the WSDOT Access Management Plan Classifications. Typical Roadway sections are presented that highlight median treatments associated with the Class 2 and 3 designations. Recommendations regarding Median Barrier, Raised Curbed Medians, and TWLTL's are discussed.

### HIGHWAY MOBILITY

- Construction of High Occupancy Vehicle (HOV) Lanes from SR 167 to 184th Avenue East vicinity in Bonney Lake.
- Within Bonney Lake no additional lanes are planned, however this report highlights some access management measures to improve operating conditions on this multi-lane facility.
- 214th to Mundy-Loss Road--Widening to four lanes is recommended. This Access Management Class 2 facility is recommended to receive median barrier as part of this improvement. Selected intersections in this segment would remain accessible to left turns and possibly U-turns.
- Entering the City of Buckley, at Mundy-Loss Road, SR 410 should be widened to four or five lanes. This Class 3 Access Management facility should receive either raised landscaped islands or a center two-way left-turn lane as a median treatment.

### HIGHWAY SAFETY

- Realign 234th Avenue to tie in at 233rd Avenue.
- Realign SR 165 "wye" intersection to intersect SR 410 as a "tee" intersection.
- Traffic signals have been recommended at several locations along SR 410 in Pierce County and in the City of Buckley. These locations include 233rd/234th; 254th; 262nd; Mundy-Loss Road; SR 165; and Park Ave. These locations will first need to meet warrants for signals.

### TRANSIT, PARK AND RIDE LOTS, AND NON MOTORIZED

- Increased transit service is encouraged by WSDOT.
- A park and ride lot is planned for the vicinity of 184th Avenue east in Bonney Lake.
- Facilities for Pedestrians and Bicyclists include the highway shoulder along SR 410. Also, sidewalks are planned as part of highway improvements in the City of Buckley and possibly Bonney Lake. Other city and county roads also are recommended for non motorized travel.

### **Vision Statement**

An efficient network of transportation facilities in the Puget Sound Region is vital to moving people and goods. Transportation affects us all--our lives and livelihoods depend a great deal on a transportation system that offers opportunities for various choices and modes of travel. To many extents our transportation facilities have been provided to meet the travel needs, but they were constructed to accommodate a population of the past.

In order to assure an efficient transportation system for the future, it is important to plan for the growth that continues to occur. This Route Development Plan (RDP) outlines a vision for the future development of State Route 410. It was created with the help of a Stakeholder Steering Committee and citizens who took an active interest in the transportation planning process. This Plan provides recommended improvement strategies to existing and future deficiencies of the transportation system in the SR 410 corridor. Some of the recommended improvements in this RDP, such as access management implementation, are critical to assure adequate operation of State Route 410 in the future.

The recommended improvements and goals for the future development of SR 410 were achieved through cooperative planning efforts and consensus with affected city, county, and regional agencies. The State Route 410 Steering Committee members provided valuable contributions in the development of this RDP. They shared with the committee their respective agency Comprehensive Plans and transportation goals, policies, and targeted highway improvement projects. Collectively, these Comprehensive Plans and the WSDOT *Highway System Plan* provided the impetus for what is recommended in this Route Development Plan.

### **SR 410 Route Development Plan**

#### ***Study Limits***

State Route 410 (SR 410) is an important east-west transportation link between the South Puget Sound region, in Pierce County, and the Central Washington region near Naches, in Yakima County. The route is approximately 107 miles long. This Route Development Plan covers the first section (13.15 miles) of SR 410, from where the route begins in Sumner, at the Interchange with SR167 to the Pierce/King County Line, near Buckley.

#### ***Organization of this Report***

The SR 410 Route Development Plan is organized by various topics. To begin with, Chapter 1 discusses the route location, its classifications and existing conditions such as highway alignment, right-of-way, and geometric cross sections.

Chapter 2 presents traffic and land use information. Highway operating Levels of Service (LOS) are summarized, and tables are provided that highlight existing and future LOS for highway segments.

Chapter 3 presents recommendations for highway improvements, Access Management Plan Classifications, Design Speeds, Traffic Signal “candidate” locations and Non-Motorized transportation facilities.

Additional supporting information is contained in the appendices.

### ***Stakeholder Involvement***

A steering committee was formed to guide transportation decisions and reach a common vision on issues discussed in this RDP. This committee included representatives from city and county agencies, the Puget Sound Regional Council, WSDOT, Office of Urban Mobility, and a transportation interest group known as the Rails to Trails Coalition.

WSDOT conducted several public open houses to present information and solicit comments from the public regarding this RDP. Additionally, a public opinion survey was conducted of 300 residences and a majority of the businesses within the study limits of the SR 410 corridor.

### ***Route Development Plan Recommendations***

The recommendations in this Route Development Plan represent the efforts of many discussions with local agencies and the public. To aid the steering committee in reaching consensus on issues such as mobility and access management, many documents, including the WSDOT *Highway System Plan*, March 1996 and the city and county comprehensive planning documents, were consulted. The WSDOT *Access Management Plan* classifications of SR 410 influence the type of roadway median sections proposed as part of the mobility recommendations.

Some of the recommended improvements in this RDP include:

- Construction of High Occupancy Vehicle (HOV) Lanes from SR 167 to 184th Avenue East in Bonney Lake. This extends the current WSDOT *Highway System Plan* HOV recommendation further east to the vicinity of a planned park and ride lot in Bonney Lake.
- Within Bonney Lake no additional lanes are planned, however this report highlights some access management measures to improve operating conditions on this multi-lane facility.
- In Pierce County, from 214th Avenue East to the intersection of Mundy-Loss Road, widening to four lanes is recommended. This Access Management Class 2 facility is recommended to receive median barrier as part of this improvement. Selected intersections in this segment would remain accessible to left turns and possibly U-turns.
- Entering the City of Buckley, at Mundy-Loss Road, SR 410 should be widened to four or five lanes. This Class 3 Access Management facility should receive either raised

- landscaped islands or a center two-way left-turn lane as a median treatment. One section near the SR 165 junction presently has a TWLTL.
- The “we” intersection with SR 165 should be realigned to intersect SR 410 generally in the same location but as a “tee” intersection.
  - Traffic Signals have been recommended at several locations along SR 410 in Pierce County and in the City of Buckley.
  - A park and ride lot is planned for the vicinity of 184th Avenue east in Bonney Lake.
  - Non-motorized improvements and transit are also discussed in Chapter 3 of this RDP.

## ***Conclusion***

Transportation planning is an ongoing process and must be flexible in order to incorporate unforeseen trends. One of the goals of this plan is to integrate the Department of Transportation’s needs with the needs of local transit authorities, cities, counties, regions, citizen groups, and the traveling public. It is believed that this plan, along with a certain amount of flexibility, will provide a safe and well integrated transportation system for State Route 410. This plan will be updated and modified periodically as changes occur along the corridor, and as resources allow.

When approved, this long range plan will provide guidance for development of the Olympic Region’s program of projects as well as guiding the Region’s Development Services Office in defining developer impact mitigation measures. The Washington State Department of Transportation expresses its sincere appreciation to the individuals and local and regional agencies that took an active role in the development of this plan. Final approval of the State Route 410 Route Development Plan is issued by the WSDOT Olympic Region Administrator.